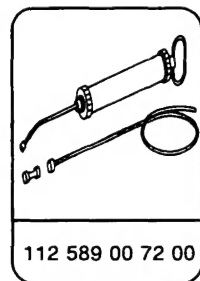
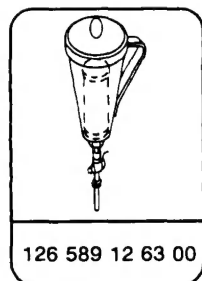


All models

Oil grades

ATF

Refer to MBNA Factory Approved
Service Products list**Special tools**

Note: Too low or too high a fluid level will affect the operation of the transmission. The fluid level should be checked regularly with the dipstick from the engine compartment. When checking fluid level, vehicle should be parked on level surface.

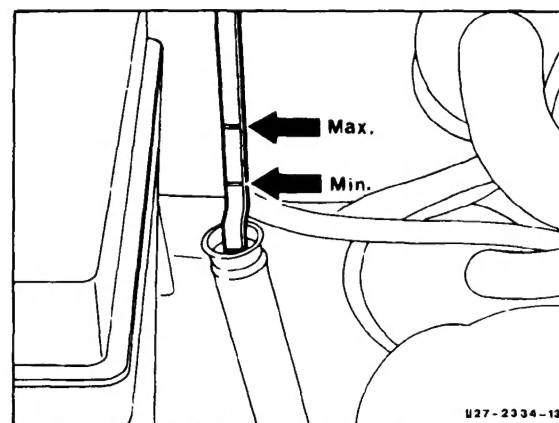
The fluid level varies with fluid temperature. The min. and max. marks on the dipstick are based on a **fluid temperature of 80°C** (transmission at normal operating temperature).

However, at a fluid temperature of 20-30°C the max. oil level will read below the min. mark as follows:

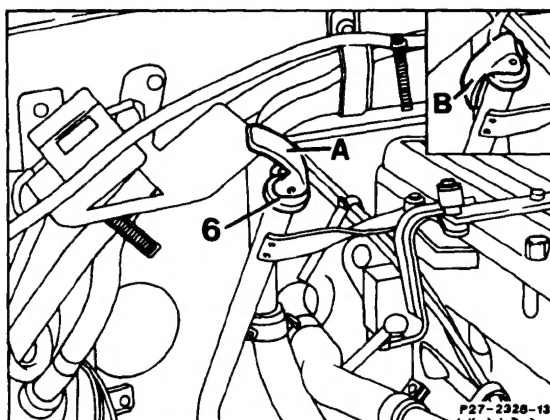
Transmission	722.0	30 mm
	722.1	30 mm
	722.3	10 mm
	722.4	12 mm
	722.5	10 mm

Check

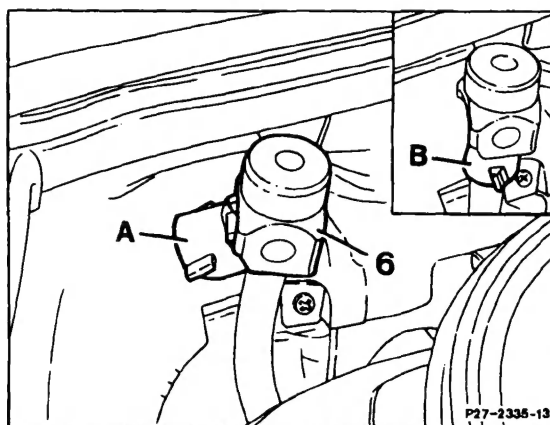
- Apply parking brake.
- Place selector lever in position P.
- Run engine for 1 to 2 minutes.



- Open latch (position A), pull out dipstick (6), wipe with lint free rag (leather is best).
- Insert dipstick fully with latch open, and read fluid level.
- After measuring or correcting fluid level, close latch (position B).

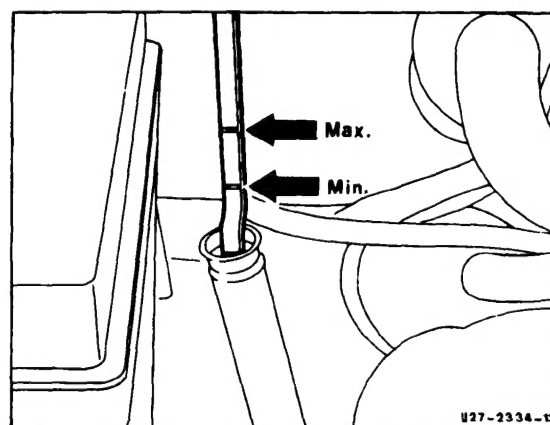


Dipstick latch, transmission 722.0, 722.1



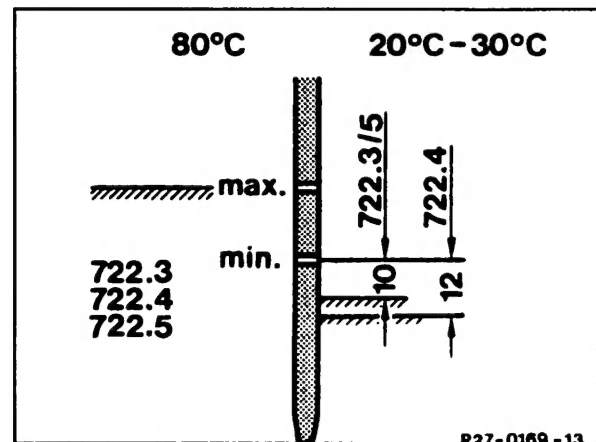
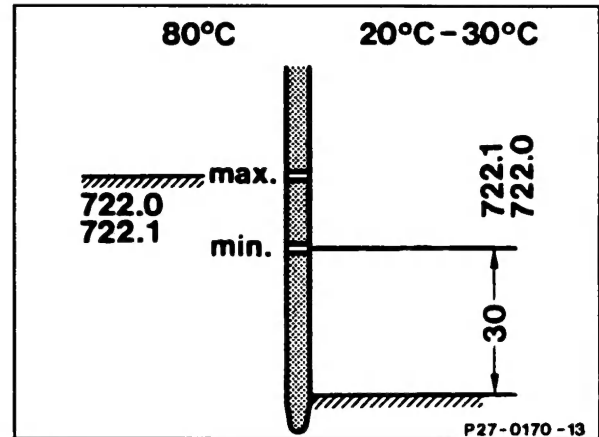
Dipstick latch, transmission 722.3, 722.4, 722.5

- With the transmission at operating temperature, the oil level should be at the max. mark.



- At a transmission fluid temperature of approx. 20-30°C, the fluid level should be below min. mark, depending on type of transmission (as shown).

If fluid loss is excessive, determine cause and repair on separate order.

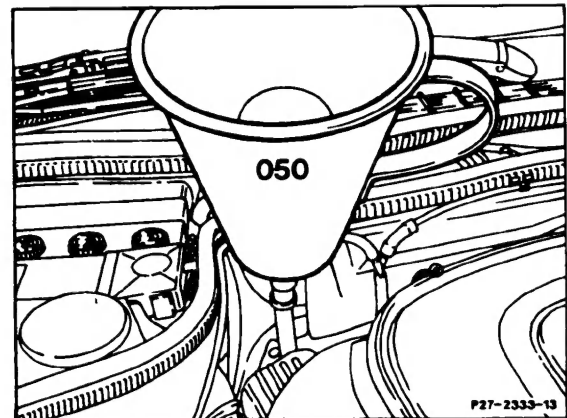


Correcting fluid level

Add necessary amount of fluid through funnel (050) into dipstick tube with engine running.

Note: The distance between min. and max. mark on dipstick is approx. 0.3 liter of transmission fluid.

After filling fluid to specified level, apply parking brake. Move selector lever through positions R-N-D-N-R, pausing for a few seconds in each position, and return to P position, to ensure that the operating pistons of the servo members are filled with fluid. Recheck fluid level and correct, if necessary.



If fluid level is **too low**, the pump will draw in air, (which can be heard), causing **foaming** and leading to an **Incorrect** fluid level reading. Stop engine and wait until fluid is no longer foaming (approx. 2 minutes). Add fluid and check level.

Be sure to drain or draw off excessive fluid, to avoid excessive churning of the fluid by the gears. This results in excessive temperature increase causing the foaming fluid to be forced out through the breather. Extended operation in this condition will cause transmission damage. The oil cooler flushing syringe (010) with the attached hose can be use to remove excessive transmission fluid.

